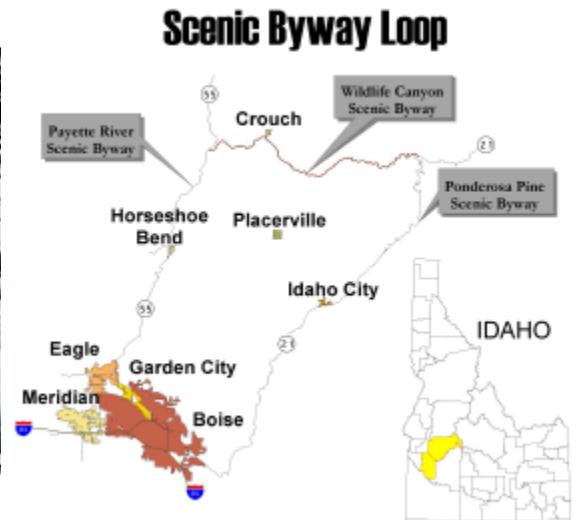




# WILDLIFE CANYON Scenic Byway

February 2004



## CORRIDOR MANAGEMENT PLAN

Prepared by Sage Community Resources

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# ACKNOWLEDGEMENTS

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Prepared by Sage Community Resources

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## GLOSSARY OF TERMS

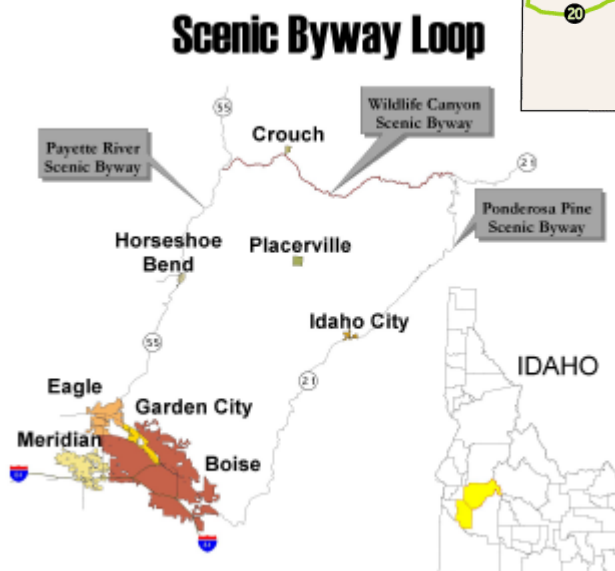
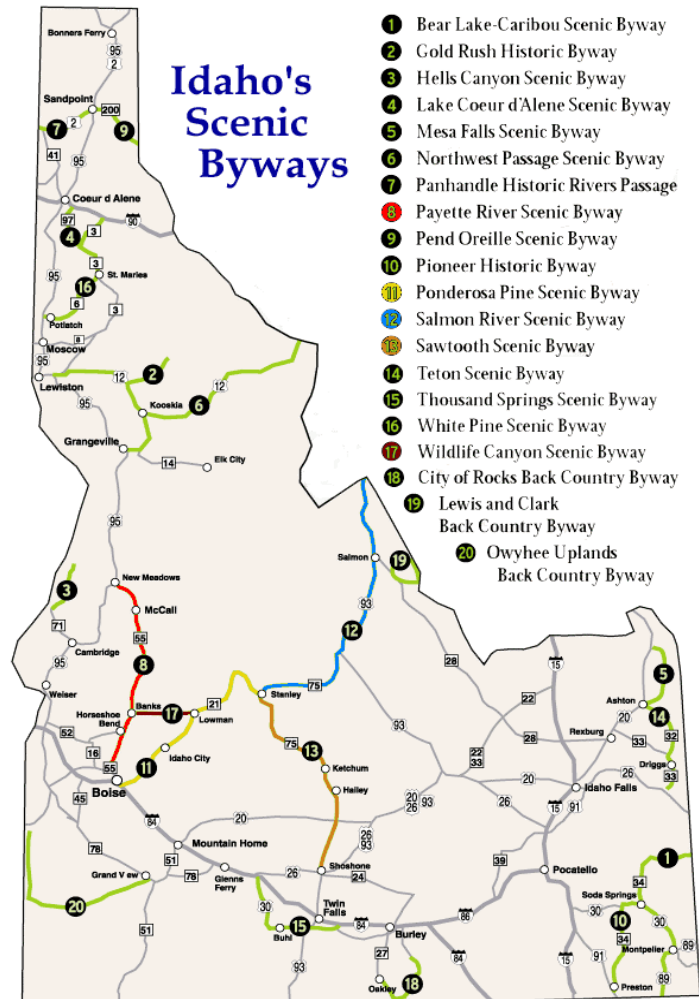
<b>SH</b>	State Highway
<b>ITD</b>	Idaho Transportation Department
<b>Corridor</b>	“...a road or highway right-of-way and the adjacent area that is visible from and extending along the highway. The distance the corridor extends from the highway could vary with the different intrinsic qualities.
<b>Intrinsic Qualities</b>	“...scenic, historic, recreational, cultural, archeological, or natural features that are considered representative, unique irreplaceable, or distinctly characteristic of an area.” (Federal Register, National Scenic Byways Program, Vol. 50, No. 96. May 18, 1995)
<b>CMP</b>	<i>Corridor Management Plan</i> (CMP) means a written document that specifies the actions, procedures, controls, operational practices, and administrative strategies to maintain the scenic, historic, recreational, cultural, archeological, and natural qualities of the scenic byway.
<b>Scenic Byway</b>	“...a public road having special scenic, historic, recreational, cultural, archeological, and/or natural qualities that have been recognized as such through legislation or some other official declaration. The terms “road” and “highway” are synonymous. They are not meant to define higher or lower functional classifications or wider or narrower cross-sections. Moreover, the terms State Scenic Byway, National Scenic Byway, or All-American Road refer not only to the road or highway itself but also to the corridor through which it passes.” (Federal Register, National Scenic Byways Program, Vol. 50, No. 96. May 18, 1995)

# CHAPTER 1: EXECUTIVE SUMMARY –

## The Beginning of the Scenic Byway Story...

In 1991 the National Scenic Byways Program was established under the Transportation Equity Act for the 21<sup>st</sup> Century (TEA-21) to identify those travel corridors with unique or “intrinsic” qualities that provide a special scenic experience. The Wildlife Canyon Scenic Byway is one of the twenty-one state scenic byways in the state of Idaho. Once designated as a *scenic byway*, a Corridor Management Plan may be developed. Community involvement and commitment help in outlining the protections and enhancement of those unique intrinsic qualities, through promotion of tourism and economic development in the area.

The Wildlife Canyon Scenic Byway is known locally as the Banks-Lowman Road.



## Our Wildlife Canyon Story...

One of the unique features of the Wildlife Canyon Scenic Byway is its role in forming a “*scenic loop*” within the Idaho Scenic Byway System connecting the Payette River and Ponderosa Pine Scenic Byways.

The South Fork of the Payette River offers unique opportunities for the viewing of numerous species wildlife. These opportunities are generally

*The Wildlife Canyon Scenic Byway traverses 34 miles along the South Fork of the Payette River from Highway 55 to Highway 21.*

seasonal, beginning in late December, as winter snows force deer and elk out of higher elevations, the winter visitor to the area can expect to see numerous animals along the Banks-Lowman Road.

Recreation and open space opportunities are a major interest to the residents. The 1997 Boise County Planning Survey found that property owners rated the greatest assets of the county as openness, natural beauty, clean air, uncrowded conditions, recreational opportunities and its rivers and streams.

### **Our Goals for the Wildlife Canyon Scenic Byway...**

The Wildlife Canyon Scenic Byway Advisory Committee discussed a number of concerns before addressing goals and objectives for this corridor:

- **Safety**
- **Maintenance**
- **Increasing Traffic and Recreation**
- **Ownership**
- **Corridor Enhancement and Preservation**



Photo permission from the Idaho Department of Commerce

At the heart of this mission is the principal of local direction. Our citizens, businesses, and local governments will determine how this mission is accomplished. The plan will enhance the economy of our local communities through interpretation and preservation of our history, recreational opportunities, scenic beauty, and natural wildlife. The plan will identify a strategy for the creation of amenities for local citizens' and visitors' enjoyment now and for future generations to come.

## CHAPTER 2: INTRODUCTION

### The CMP Planning Process

At the request of the Garden Valley Chamber of Commerce, the Idaho Transportation Department designated the roadway from Banks at Highway 55 to Lowman at Highway 21 as the Wildlife Canyon Scenic Byway in 1999. A grant was awarded to IDA-ORE Planning and Development Association (now Sage Community Resources) in the spring of 2000 to facilitate the Corridor Management Plan. Community input has been ongoing since.

In the spring of 2000, the Byway Advisory Committee began addressing the entire 34-mile byway. With coordination of public input, we identified eight priority projects of how development might proceed that would enhance the experience of the Wildlife Scenic Byway.

- 1) Visitor Center and greenbelt
- 2) Historic Crouch interpretive sign
- 3) Wildlife viewing areas and spotting scopes
- 4) Interpretive kiosk at Staircase Rapids
- 5) Banks-Lowman Road ownership transferring to state
- 6) Warning and information signage
- 7) Scenic corridor brochures
- 8) Banks intersection improvements for safety and visitor services

### Byway Description

#### Wildlife

The name of this Scenic Byway emphasizes one of its most valuable qualities – its *natural wildlife*. Winter and spring bring the elk and deer populations down to the river canyon area providing a most unique opportunity for travelers to view entire herds in



their natural habitat. Hillsides on the north side of the byway have been planted to provide accessible winter-feeding options for these animals, without the need to cross the roadway. The deer and elk have their own “travel” pattern in this canyon corridor, crossing the winding canyon highway to the flat grazing fields closer to the river. From November through May the mix of vehicles and big



game on a two-lane winding roadway offers a challenge of preserving and enhancing a safe environment for both to enjoy this wonderful canyon.

Species include elk, mule deer and white-tailed deer. This is a critical wintering area for these animals, with the stress of cold temperatures, deep snow and scarce forage difficult on them. They are often observed standing in or just off the roadway and should not be approached, as that may cause them to run or use energy needed by them to just survive the next few months. Wildlife should always be viewed from a distance. Experienced wildlife watchers use binoculars and spotting scopes to get a good look at animals without disturbing them. The Wildlife Canyon Scenic byway offers several excellent viewpoints for this activity to ensure the “watchers” and the “drivers” have a safe experience within this corridor.

This is critical wintering area. Deer and elk will remain into April when grasses begin growing. They will begin migrating back to higher elevations as the snowline recedes. Late afternoon hours are the best times for visitors to view wildlife, however, many will be visible at any hour.

Winter is also the primary time for wildlife enthusiasts to see wintering populations of Bald Eagles. They spend their time along the Payette to feed on whitefish in the river and on the winter and road killed big game animals.

## Recreation

Another intrinsic quality to preserve and strengthen in this corridor is the vast amount of *recreational opportunities*. There are multiple pullouts along the river (south) side of



this winding canyon road. The growing interest in kayaking and whitewater river rafting demands a strong need for safe access to the natural draw of the canyon's beautiful river.

*Some pullout area are established “Fee Areas”. Popular kayak and raft “put ins” and “take outs”, as well as the ever popular hot springs,*



*are not always immediately adjacent to any pull-out areas so parking on the roadway during the summer is not uncommon. All of the existing pullouts are on the river side of the roadway, and most are unsigned.*



### **Scenic**

The Wildlife Can-yon Scenic Byway follows one of the most awesome rivers in the pacific northwest – the South Fork of the Payette River. This portion of the Payette River has carved out a beautiful canyon sharing

majestic granite rock formations, wonderful waterfalls and natural hot springs. From high mountain valleys to rocky river canyons, travelers can experience the canyon's beauty.



### **Purpose of the Byway Management Plan**

The Corridor Management Plan provides a comprehensive understanding of the route and the balance between the management and the conservation of the sites with the public's use of the historic, cultural, and recreational sites. Further, the plan also shows the strategies and efforts made by the community to preserve and enhance its route.

Further, the plan will help in the partnerships and coordination between the many local interest groups as well as state and federal agencies in economic development efforts, tourism, road improvements, histories and cultural improvements and future options for the Byway.

## **Public Participation**

Public involvement was sought throughout the process. Local residents, interested in the project were welcomed at all meetings; surveys were distributed to each committee participant, the local Chamber of Commerce, schools and various clubs. Presentations were made to the local senior citizens and at two public involvement meetings. News releases and posters promoted our process.

## **CHAPTER 3: WILDLIFE CANYON OVERVIEW**

### **Roads**

The Banks-Lowman Road is a two-lane canyon road that closely follows the river, with little or no shoulder safety area, yet it is not uncommon for drivers to literally stop in the roadway to get “the special view” of deer and elk grazing. Also, it is not uncommon for vehicles to be parked along the roadside on any given weekend for wildlife viewing as well as river access.

The Banks-Lowman road is a major east/west artery through Boise County. It is the access for Crouch and Garden Valley residents to major medical services, banking, as well as workplace and retail markets.

In addition to local residents, the road is shared with logging trucks, heavy equipment, tourist buses, and motorcycles. There is also a mix of equestrian, pedestrian, bicycle, and livestock traffic. Wider shoulders are needed to safely accommodate this mix of traffic.

Existing road maintenance funds for Banks-Lowman Road come from local, state and federal sources, augmented by Boise National Forest timber revenues. The Boise County Comprehensive Plan calls for the transfer of responsibility for the Banks-Lowman Road to the Idaho Transportation Department. The County does not have the equipment or the funds to complete the required crack sealing work but is seeking to borrow equipment to address the most critical problem area. According to Boise County Road & Bridge Department, they spent \$73,969 in Year 2000 on maintenance activities along the Banks-Lowman Road. In year 2001, \$650,813 was identified<sup>1</sup> to complete a full chip seal program on Banks-Lowman Road. A seal coat project is included in the 2001-2005 State Transportation Improvement Program for FY 2004 (subject to available funding). According to ITD memoranda the Banks-Lowman Road highway has an ITD Board approved rating sufficient for the highway to be added to the state highway system. The County will continue to pursue the transfer of this highway to the state system.<sup>2</sup>

This area has the following planning documents in place to use in conjunction with this Corridor Management Plan and its recommendations:

- Boise County Comprehensive Master Plan, November 1999
- Boise County master Transportation plan, August 2000
- Planning & Zoning development review

### **Existing Conditions**

From Banks east, the first seven miles of roadway run along the south fork of the Payette River. The river is carved in a granite canyon with naturally occurring hot springs. The north face has continual rock fall. The gradient of the canyon on the north side is most severe at approximately

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<sup>1</sup> Boise County Road & Bridge Department yearly maintenance and projects/costs.

<sup>2</sup> Boise County Transportation Master Plan 2000

mile 2.3 (Staircase Rapids) where a slide occurred in September 2001 and is under clean up and restoration management at the time of this writing.

At mile 8, the north side of the road is still quite steep, but the south dramatically opens up to a wide expanse of valley floor. Within 1/8 of a mile the entire panorama, with the Middle Fork of the Payette in the foreground, is in view.

Almost this entire valley, which stretches for approximately five miles, is now comprised of six privately held ranches, with rolling hills down to the road on the left and the valley floor lower than the roadway on the right. Most commercial development is immediately adjacent to the roadway in Garden Valley.

East of the valley, the river and the road converge into a wider canyon area several miles deep, varying from adjacent meadows to the narrower canyon with as much as 40 degree slope on the left.

From milepost 19 until 32, once again, there are steep rock walls with precipitous drops to the river on the right, and sheer rock face on the left. The roadway at milepost 19 is over 50 feet above the river and ascends even higher lending spectacular views of the river and rapids below. By milepost 28.5 the road has descended to the level of the river with crystal waters tantalizing travelers.

Around the next corner, the unique character of Lowman comes into view with its quaint cabins next to the river, South Fork Lodge, and a unique one room school house.

## **Pull-outs/viewpoints**

The multitude of scenic, wildlife and recreational aspects associated with this beautiful river corridor often result in vehicles slowing, stopping or pulling off the winding two-lane county roadway. Although there are a number of paved and unpaved eastbound “pull-outs”, most are not marked and often appear quickly around a curve, requiring a sudden driving decision to stop, use the turn off or swerve to avoid someone else stopping or leaving the turn off. Of course...regardless of whether there is a pull-out or not, travelers tend to park closest to the hot springs or river activity they want to experience in the summer.

Traffic volumes and accident information along this route are reflected on the map: **Traffic Accidents and Average Daily Traffic**, found in the Maps and Tables section of this plan. All information was provided by the Idaho Transportation Department. Traffic counts were taken during 2000 and 2001 by the Idaho Transportation Department showing ADT of 2,578 at the junction with the Payette River Scenic Byway on the west, dropping to 1,092 east of Alder Creek (MP 11.6) and ending with 1,495 ADT at the final counter location (approximately at Little Falls -MP 22.8). The Middle Fork Rd. (Crouch turn off) boasts 2,182 ADT while Alder Creek Rd has 477 ADT.

Summary information for the traffic collisions along this route is shown below. (Note: ITD divides this non-state route into two data collections sections: the first one is from the Banks area to the Crouch turn off, and the second is from the Crouch turn off to Lowman.)

(Banks area to Crouch turn off):

<b>Idaho Transportation Department</b> <b>Office of Highway Safety</b> <b>Collisions on Old Highway 17, segment code 003760, Pm .000 – 8.35</b>					
<b>Frequency</b>	<b>Police Dept. /Report</b>	<b>C Inj. Acc.</b>	<b>B Inj. Acc.</b>	<b>A Inj. Acc.</b>	<b>Total</b>
1999	2	0	2	2	6
2000	2	1	1	1	5
<b>Total</b>	<b>4</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>11</b>

(Crouch turn off to Lowman area):

<b>Idaho Transportation Department</b> <b>Office of Highway Safety</b> <b>Collisions on Old Highway 17, segment code 003770, Pm .000 – 25.05</b>					
<b>Frequency</b>	<b>Police Dept. /Report</b>	<b>C Inj. Acc.</b>	<b>B Inj. Acc.</b>	<b>A Inj. Acc.</b>	<b>Total</b>
1999	5	5	2	0	12
2000	5	1	3	2	11
<b>Total</b>	<b>10</b>	<b>6</b>	<b>5</b>	<b>2</b>	<b>23</b>

## Mixed Use Travel

The Wildlife Canyon Scenic Byway is popular with Boise area bicycle enthusiasts. Bikers complete a rigorous loop by traveling north from Boise along the Payette River Scenic Byway, east through Garden Valley along the Wildlife Canyon Scenic Byway then south through Idaho City along the Ponderosa Pine Scenic Byway. Bicycle tourists worldwide routinely see out scenic byways for their cross-country ventures along roads less traveled through beautiful country.

In addition to bicycle traffic along the Wildlife Canyon Scenic Byway, wranglers occasionally move cattle and sheep along the roadway to pasture and market. On special occasions school children ride their horses to school along the roadway. Rodeo enthusiasts also ride horses on the byway in route to the rodeo arena in Crouch.

With this mix of bicycle, livestock, equestrian and pedestrian traffic, it is important to maintain safety for all with clean, well-swept, wide shoulders along the Wildlife Canyon Scenic Byway.

## Area Profile

**Boise County:** While Boise County's population increased slightly from 1980 to 1990, the largest change in population occurred in the last ten years with a real increase of over 3,000 persons or 90%.



The City of Crouch, the only incorporated city within this study area, has also seen its numbers changing dramatically; as its population more than doubled.

The median age of Boise County's residents also continues to increase, with a real increase of over 11 years in the median age since 1970. By the year 2000 the percent of this median age had vastly increase to 40.4 years as compared to 29 years for the median age 30 years ago.

As the new census information for Year 2000 is compared to previous data <sup>3</sup>, Boise County figures showed the following trends in population age groups trends:

### Boise County Census Population

Year	Population	Actual Change	Percent Change
1970	1,763	----	--
1980	2,999	1,236	70 %
1990	3,509	510	17 %
2000	6,670	3,161	90 %

### City of Crouch Population Trend

Year	Population	Actual Change	Percent Change
1970	71	----	--
1980	69	-2	(2.8%)
1990	75	+6	8.7 %
2000	154	79	105.3 %

### County Age Group Trends

	1970	1980	1990	2000
<b>Under 18 years (%)</b>	36.0%	31.1	28.3	26.8 %
<b>18 to 64 years (%)</b>	53.5 %	60.0	60.8	73.1 %
<b>65+ years (%)</b>	10.5 %	8.9	10.9	10.9 %
<b>Median Age (years)</b>	29.0 yrs	29.5 yrs	35.6 yrs	40.4 yrs

**Banks Area:** Beginning at the western gateway to the Wildlife Scenic Canyon, the Banks area is along the western side of the Payette River Scenic Canyon roadway at the junction of the Payette River Scenic Byway (SH 55) and the Wildlife Canyon Scenic Byway. The issues of parking, pedestrians, bicycles, signage and traffic control far exceeds most other communities. The Banks store has very limited parking and traffic control to deal with the high recreational access it experiences.

The Banks area becomes a "community" of sorts for seasonal and weekend visitors, with the Banks Store as the "hub" for any visitor services. This junction of two very popular scenic byways has been a popular river "put-in" point for commercial and private use for several years; and any open areas immediately adjacent to this intersection are in high demand for parking,

<sup>3</sup> Boise County Master Transportation Plan, 2000 / Census 2000, Idaho Department of Commerce

requiring additional traffic control on peak holiday weekends. The Banks area was consistently listed as a top concern for roadway and visitor safety.

**City of Crouch:** One of the busiest intersections along this scenic byway provides access to the only incorporated city within this study area - Crouch. Crouch is an historic town of about 154 residents<sup>4</sup> and is located about one mile north of the travel corridor. While providing the only access to this historic community, it also provides the only access to numerous forest service campgrounds and popular hot springs, both private and public.

**Garden Valley Area:** About 30 percent of all residential development in Boise County from 1990 to 1997 time frame took place in the Garden Valley area, which surrounds the Wildlife Canyon Scenic Byway just east of the Crouch turnoff. Boise County's median age was 35.6 in 1990, above both the state and national median ages. Boise County's attraction to the neighboring Ada and Canyon County area residents for permanent and vacation housing is growing. Within an easy commute time to these two counties' population centers and scenic mountain living enhance the attraction. Consequently, property taxes will become an increasing primary revenue source for the county. Private timber sales near Lowman and Garden Valley continue to supply trees and a few independent logging outfits continue to survive, however the timber industry in Idaho has not fared well in recent times due to mill closures at Horseshoe Bend, Cascade, and Emmett. The Boise County Comprehensive Plan adopted in 1999 forecast the 2020 population to increase from 6,165 persons in 1998 to 19,900 by the year 2020.

Approximately 21 miles along the Wildlife Canyon Scenic Byway is within the Garden Valley Recreational District boundary. (See District Boundary map in the Appendix) This extends from Deer Creek on the west to Pine Flats on the eastern line. There are over 200,000 acres under the jurisdiction of this district. An entity to develop and maintain a 21-acre community park was the primary focus for the formation of this taxing district in May of 2000. Three elected Directors are responsible for its management.

The commercial development along the Banks-Lowman Road is increasing. Since inception of the Boise County Zoning and Development Ordinance in 1997, eleven conditional use permits have been approved, just along this roadway.<sup>5</sup>

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<sup>4</sup> 2000 Census

<sup>5</sup> Boise County Planning and Zoning Department

**Lowman Area:** The eastern gateway to the Wildlife Canyon Scenic Byway begins in the Lowman area where the Ponderosa Pine and Wildlife Canyon Scenic Byways meet. Lowman residents are part of the unincorporated population within Boise County, with primarily summer homes and cabins the mainstay. Lowman, and nearby Kirkham Hot Springs east of Lowman, are popular stops for a quick drink or a dip in the medicinal waters, on the way to the Sawtooth Wilderness from both the Wildlife Canyon and Ponderosa Pine Scenic Byways. The “big Lowman fire” of 1989 burned over 46,000 acres of beautiful forests and several buildings in this unincorporated community along the South Fork of the Payette River. The Lowman Ranger Station has several interpretive signs with information about this fire.

## Land Use

The Wildlife Scenic Canyon cuts from west-to-east through the middle of Boise County, and the expanse of the Boise National Forest. The Banks area, at the junction of the Payette River Scenic Byway and the Wildlife Canyon Scenic Byway (western entrance to this scenic corridor), is entirely publicly owned land.

(Source: Idaho Dept. of Commerce Boise County Profiles)

Ownership	Acres	Percent
<b>Federal Land</b>	<b>90,540</b>	<b>74%</b>
Bureau of Land Management	30,697	
National Forests	867,368	
Other	2,475	
<b>State Land</b>	<b>88,771</b>	<b>7.3%</b>
Endowment Land	85,648	
Fish & Game	3,123	
<b>Private Land</b>	<b>227,322</b>	<b>18.7%</b>
<b>County Land &amp; Municipal Land</b>	<b>967</b>	<b>0.1%</b>

While most of the landholdings within this study boundary are public (Bureau of Land Management, Forest Service, State Department of Lands) there are portions of the land, directly adjacent to the river, surrounding the incorporated city of Crouch and the communities of Garden Valley and Lowman that are privately owned. (Refer to Ownership map in Maps and Tables section.)

This privately held land in the vicinity of Garden Valley is of major concern to the Scenic Byway Advisory Committee. As mentioned in the previous section, “Existing Conditions,” this area has dramatic visual impact as motorists ride out of the canyon into the wide expanse of valley, limited only by distant mountains. Also, the private land in Lowman serves as gateway to the byway at the East end, coming west.

The Boise County Comprehensive Plan contains a goal “to promote a well balanced, diversified economy to protect the quality of life for all people.” Lowman lies on well-traveled routes to major points of interest. Crouch and Garden Valley provide supplies and food for visitors, sightseers, kayakers, hikers, hunters, fisherman, etc. Businesses in these communities will benefit from increased tourism. Other continued economic development activities in Boise

County will need to include the capacity of the infrastructure, such as transportation, utility services, banking services and other business services such as overnight express and freight shipping capacities.<sup>6</sup>

The Scenic Byway Corridor Management Plan emphasizes the objectives of Boise County with respect to private property rights: “To recognize that property owners have responsibility in that ownership and should not negatively impact the land around them.” Over 560 acres of the Garden Valley ranches are currently for sale.

## **Management and Regulations in Place**

The “Boise County Zoning and Development Ordinance” was adopted on March 24, 1997. This ordinance specifies allowed uses, conditional uses, and non-allowed uses in the county. The zoning map contains only one zoning classification. The result has been that most uses are considered conditional uses and go to the Planning and Zoning Commission for review and approval or denial. Because conditions for individual uses are not specified in the ordinance, oftentimes, it has been difficult to judge the impact of a proposed use upon the county.

Boise County does not currently have any building code enforcement personnel to monitor whether or not any permits have been sought or issued. The Boise County Road and Bridge Department is looking into hiring an inspector primarily to monitor utility work in the roadway right-of-way.

The Boise County Comprehensive Plan states the Planning Department will: “...discourage strip development, particularly along scenic highways or other natural areas that are identified as important to the county, and encourage the clustering of commercial uses in appropriate areas along the highway or in population centers.”

The only infrastructure currently in place to support this statement is that of a conditional use permit. Therefore, there are no zoning laws to restrict strip development or enforcement capability.

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<sup>6</sup> Boise County Master Plan, 1999

# CHAPTER 4: IMPLEMENTATION

## OVERVIEW

In order to preserve our natural, scenic, recreational and historical qualities as we all continue to enjoy them, the Wildlife Canyon Scenic Byway Advisory Committee tackled their top concern for the corridor – how to ensure adequate resources and improvements in the areas of maintenance, safety and enhancement of our scenic byway.

The key strategies have been separated into three broad categories – INTERPRETIVE, ROADWAY, and MARKETING.

## PROJECTS (in order of priority)

### **Priority 1: Garden Valley Visitor/Interpretive Center east of Davey's Bridge area.**

- Develop the old schoolhouse along Wildlife Canyon Scenic Byway as a Visitor/Interpretive Center
- The Center would also be the “hub” of an area wide greenbelt system to connect recreational points
- Encourage the Garden Valley Recreational District, the Boise County Road and Bridge and the Idaho Transportation Department District 3 to work closely on this project as it develops, including roadway access and signage along the Wildlife Canyon Scenic Byway

### **Priority 2: Crouch Turn-off and interpretive panels.**

- Pursue appropriate traffic control and/or turn lane/striping, (Specific project scope determined by future engineering studies)
- Establish “Historic City of Crouch” signage at this turn-off location

### **Priority 3: Wildlife Spotting Scopes.**

- Purchase and install wildlife spotting scopes (exact placement to be determined based on the best viewing and pull-out opportunities)

### **Priority 4: Wildlife Canyon Interpretive Panels/Informational Kiosk.**

- The large existing turnout at milepost 2.3 (Staircase rapids) would be an ideal spot for the main gateway point for visitors to stop and access extensive interpretive information as well as
  - Pick up brochures on river safety
  - Wildlife viewing information
  - Recreational opportunities within the corridor

### **Priority 5: Banks-Lowman Road ownership.**

Pursue discussions between the Boise County Commissioners, the Boise County Road and Bridge Department, and the Idaho Transportation



Department to address long-term ownership, as called for in the Boise County Comprehensive Plan

**Priority 6: Warning and Informational Signage.**

- Install bike, pedestrian and equestrian safety signage along corridor, and especially in Garden Valley area

**Priority 7: Develop Scenic Corridor Brochure(s).**

- Develop one or more brochures with possible informational panels covering:
  - Wildlife Viewing view points, “spotting scope locations”, safety information
  - River activities – “put in” and “take out” locations, amenities, safety pointers, emergency numbers
  - General scenic corridor activities including:
    - Points of Interest, biking, jogging, and safety

**Priority 8: Banks-Lowman Turn-off at Payette River Scenic Byway and Ponderosa Pine Scenic Byway (amended Feb. 04).**

- Install traffic control and visitor service upgrades including restrooms (east side). (Specific project scope determined by future engineering studies in cooperation with ITD.)

## **Potential Funding Options**

- TEA-21 (ITD)
- Idaho Travel Council Tourism Development Grants
- Idaho Gem Communities
- State Scenic Byway Technical Assistance (TA)
- Heritage Tourism Initiative
- (Historic) Critical Issues Fund
- National Park Service Technical Assistance ( Rural Development Through Tourism (EDA))
- National Scenic Byway Funding
- Forest Service Community Development
- Local funds
- Private development

## **Coordination and Monitoring Plan:**

It will be essential for the Wildlife Scenic Byway Advisory Council to maintain a strong leadership in order to monitor, update and implement this plan and its recommendations. The U.S. Forest Service has volunteered to act as the lead agency for coordinating activities of the Wildlife Canyon Scenic Byway Advisory Committee.

This plan document does hereby establish the Wildlife Canyon Scenic Byway Advisory Committee as the monitoring agent for this segment of the Wildlife Canyon Corridor Management Plan. The Wildlife Canyon Scenic Byway Advisory Committee should review the current status of the corridor management plan on an annual basis and issue a “Scenic Byway

Update” that highlights the successes or suggested plan updates for the coming year, and then be attached to the plan document. Boise County, Garden Valley Recreation District, City of Crouch, U.S. Forest Service and the Garden Valley Chamber of Commerce must approve any substantial changes to the plan. The final Wildlife Canyon Scenic Byway Corridor Management Plan (with subsequent amendments or updates) should be retained for public review at the U.S. Forest Service (Garden Valley Ranger Station), as well as the Boise County offices.

In August of 2001, Boise and Gem counties hired an economic development planner through the Idaho Rural Initiative program. Funds were also awarded to an area that includes Valley County, Garden Valley and Crouch.

### **Management of Funds**

The Chairman of the Wildlife Canyon Scenic Byway Advisory Committee will sign a letter of recommendation for any grants, which will be submitted on behalf of the Wildlife Canyon Scenic Byway; however, the sponsor of the grant will be the entity responsible for any grant, which is received – such as Boise County.

### **Organization Makeup**

The Advisory Committee will be at least a 9-member panel with one representative for each of the following, plus community and business representation.

- Boise County
- Boise County Road and Bridge Department
- Garden Valley Chamber of Commerce
- City of Crouch
- Garden Valley Recreational District
- Boise National Forest
- Bureau of Land Management
- Idaho Dept. of Fish and Game
- Idaho Transportation Department – District III

### **Project Implementation:**

A community Open House was held to review the draft list of proposed projects on the following pages, and provide input on their priority for implementation. Scenic Byway signage was assumed to be the initial project and the Wildlife Canyon Scenic Byway Advisory Committee is continuing to work with local artists to develop their unique logo to meet the statewide design standards. A complete list of projects, including priorities 1-8 is listed on the following page.

### Complete project listing by milepost location and priority:

Project	Description	Milepost Location	Priority
Interpretive	<b>Wildlife Canyon Scenic Byway Signage with unique logo</b>	1-33	*
	<b>Wildlife Canyon Scenic Byway Corridor Interpretive and Informational Kiosk including:</b> <ul style="list-style-type: none"> <li>• Brochures, interpretive panels and Points-of-Interest Map</li> <li>• See “Signage Plan” for related project at this location</li> </ul>	2.3	3
	<b>Crouch</b> - Interpretive panels – (Historic Crouch)	8.3	2
	<b>Visitor Center and greenbelt</b> - Pursue access and easements for a potential Visitors Center and greenbelt based along corridor in Garden Valley (one possible location noted here)	8.3	1
	<b>Pioneer Cemetery</b> – Pursue easement and place interpretive signage	9.6	5
	<b>Alder Creek</b> – Pursue additional access, easements for interpretive panels about history of this point on river.	11.6	
	<b>Hot Springs Campground</b> - Add interpretive panels on the south side regarding Glen Eden	13.9	
	<b>Grimes Pass Dam</b> – Replacement of vandalized interpretive panels in process	17.0	
	<b>Upgrade panels</b> – At river put-in on south side - Upgrade Interpretive panels to talk about Blackadar history. River safety panels and pedestrian road crossing safety markings.	29.7	

<b>Project</b>	<b>Description</b>	<b>Milepost Location</b>	<b>Priority</b>
<b>Signage Plan</b>	<b>Gateway/Scenic Loop signage</b> – Directional only signage approximately one mile south and north of Banks intersection with full informational kiosk along Wildlife Canyon Corridor (See Interpretive sign project at location #2.3)	1	
	<b>Warning and information signs</b> - Bike safety at junction of Wildlife Canyon and Payette River Scenic Byways.	1	6
	<b>Warning and information signs</b> – Bike, pedestrian and equestrian safety in Garden Valley areas	9	6
	<b>Interpretive panels</b> – Replace vandalized panels and update map information	7.1	
	<b>Point of Interest</b> - Point of Interest signs for both approaches, “Little Falls” sign	22.8	
	<b>Point of Interest</b> - Point of Interest signs for both approaches to Big Falls. Possible “Big Falls” Panel (like the one at Deadwood Campground). “Steep edge” safety warning signs, as well.	25.2	
	<b>Interpretive Panels, Point of Interest</b> - Interpretive panels about the CCC camp at Pine Flats Campground. Replace vandalized hot springs panels, point of interest signs for highway, construct nature trail with guided brochure, archeological excavation for historic and pre-historic evaluation,	28.1	
	<b>Wildlife signage</b> - (exact locations to be determined with overall signage plan locations)		
	<b>“Watchable Wildlife Program”</b> - Pursue program potential for Wildlife Canyon Scenic Byway		
	<b>Wildlife “Spotting Scopes”</b> – Placement at appropriate viewpoint locations		3
	<b>Upgrade Interpretive panels</b> - Upgrade Interpretive panels at Deadwood Campground to talk about Blackadar history and include river safety panels. Possible “pedestrian crossing” safety markings or signage.	29.7	
	<b>Lowman area</b> - Gateway / scenic loop signage	33	

<b>Project</b>	<b>Description</b>	<b>Milepost Location</b>	<b>Priority</b>
<b>Roadway Plan</b>	<b>Traffic control, bathrooms, and parking improvements</b> - on east side of SH-555/south of Banks-Lowman, intersection improvements, signalization, and/or turn lanes. (Specific project scope determined by future engineering studies)	1	8
	<b>Banks-Lowman Road ownership</b> – Pursue discussions between Boise County and Idaho Transportation Department, to address long-term ownership as called for in the Boise County Comprehensive Plan	1-33	5
	<b>Crouch turn-off @ Banks-Lowman Road</b> – traffic control and/or turn lane/striping. (Specific project scope determined by future engineering studies)	8.3	2
	<b>Banks-Lowman Roadway</b> – Full route chip seal project to preserve roadbed. (Beyond financial ability of Boise County Road and Bridge resources. Currently on STIP, subject to funding availability.)	1-33	5
	<b>Establish official roadway name</b>	1-33	5
<b>General</b>	<b>Develop confluence picnic and vista area</b> - Acquire easement thru adjacent property to loop gravel access drive back to Banks-Lowman Road; develop 2-3 picnic sites and parking for 4-6 vehicles; develop a pedestrian walkway (bridge) to connect to the BLM Rivers Point peninsula view points and trails; install small interpretative kiosk (wildlife) on peninsula; stabilize a portion for river bank to support public access for river use, add benches.	7.2	
	<b>Electrical power</b> – At Danskin Station and Rest Area to allow for a light by the restroom, as well as phones for river emergencies	19.5	
	<b>Electrical Power</b> – At Pine Flats Campground for RV hook ups and pressurized water system.	28.1	



<b>Project</b>	<b>Description</b>	<b>Milepost Location</b>	<b>Priority</b>
<b>Promotion and Marketing Plan</b>	<b>Update auto tour/ CD</b> - Ranger Station information	12.8	
	<b>Develop Scenic Corridor Brochure(s)</b> - One or more brochures with possible information panels covering <ul style="list-style-type: none"> <li>• Wildlife Viewing – view points, “spotting scope locations”, safety information</li> <li>• River activities – “put in” and “take out” locations, amenities, safety pointers, emergency numbers</li> <li>• General Scenic Corridor activities including: <ul style="list-style-type: none"> <li>○ Biking, jogging and equestrian safety</li> </ul> </li> </ul>		7
	<b>Out of area marketing</b> <ul style="list-style-type: none"> <li>• Idaho Tourism Council joint activities and publications</li> <li>• Garden Valley Chamber website information</li> <li>• Boise Convention Bureau</li> <li>• Membership in SWITA (Southwest Idaho Travel Association) regional tourism marketing group that publishes annual guide and is developing regional website</li> <li>• Possible involvement of new Economic Development Planner</li> </ul>		
	<b>Method of distribution</b> <ul style="list-style-type: none"> <li>• Local placement of corridor brochure(s) in local restaurants, service centers, Chamber of Commerce, Ranger Station.</li> <li>• Out of area placement in sporting goods stores, bike and motorcycle shops, forest service, visitor center, Boise area.</li> </ul>		

## **Conclusion**

The strength of this plan lies in its ability to be implemented. Through the measures outlined in this chapter, strategies are provided for implementing the projects and priorities outlined in the rest of this document. With the successful implementation of this document, the Wildlife Canyon Scenic Byway will become a quality byway, which will be enjoyed by both the local residents and visitors to the byway.

Economic development is a crucial component of this plan. The Wildlife Canyon Scenic Byway Advisory Committee must exercise leadership as private property adjacent to the scenic byway develops. The Advisory Committee should work to educate private property owners, emphasizing that the protection of the scenic byway will be beneficial to all parties.

## CHAPTER 5: KEY LOCATIONS ALONG THE CORRIDOR TODAY

The following locations provide a pictorial snapshot of the natural, recreational, scenic, and wildlife opportunities within this travel corridor. While the recreational use in this canyon is primarily summer-oriented, the winter scenic and natural (wildlife) viewing experience stands equal in the visitor attraction department.



### Location: 1 *Banks Area*



*Banks area intersection: (Left) eastbound (Top right) north/south traffic on Hwy 55 at Banks Lowman Rd. (Right) Fee area parking and ITD maintenance yard west of SH 55. Photo courtesy of Wildlife Canyon Scenic Byway Committee members.*

#### **Description:**

- Year-round visitor and tourist stop
- Major kayak and rafting staging area throughout the summer
- Stop sign control for the Banks-Lowman traffic entering the Payette River Scenic Byway is the only traffic control
- Unmarked parking areas on the south side of the bridge as well as immediately south of the intersection
- Heavy pedestrian, parking and auto traffic in summer requires additional traffic control personnel for safe exiting from the Banks-Lowman roadway

#### **Parking:**

- “Fee Area” for parking west of intersection
- Undesignated, unpaved shoulder parking east and south of the intersection

#### **Facilities:**

- Bathrooms and dumpsters west of intersection in fee area
- No facilities east of intersection

#### **Related Projects:**

- Develop visitor amenities
- Pursue parking improvements
- Possible traffic control for intersection (further studies by the Idaho Transportation Department)
- Place gateway/interpretive signage slightly north and south of heavy intersection



**Location:** 2.3

### *Staircase Rapids Viewpoint/Pullout*



**Description:**

- Fish and game sign explaining local fishing
- Great viewpoint for river and river activities

**Parking:**

- Large gravel pullout

**Facilities:**

- None

**Related Projects:**

- Interpretive panels
- Establish main informational kiosk for
  - Points of Interest along route
  - River activities and safety
  - Scenic loop information



**Location:** 4.6

### ***Deer Creek Launch Site (South)***



*Photos courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- Extensive summer use by individual boaters and kayakers as well as commercial guide companies

**Parking:**

- Pullout and Fee Area parking

**Facilities:**

- Trash Dumpster and Porto-let

**Related  
Projects:**

- None





**Location:** 7.0

### ***Confluence Launch Site***



**Description:**

- Day use
- Great river access
- River viewpoint area for the confluence of the Middle Fork and South Fork of the Payette River

**Parking:**

- Pullout and Fee Area parking

**Facilities:**

- Restrooms

**Related  
Projects:**

- None



**Location:** 7.1

## ***Area Information and Map***



*Photos courtesy of Wildlife Canyon Scenic Byway Committee members*



### **Description:**

- Large area wide map pinpointing
  - “You are Here” in relation to the Garden Valley area
  - Special scenic and recreational opportunities
  - Sign currently is marked with graffiti

### **Parking:**

- Gravel pullout

### **Facilities:**

- None

### **Related Projects:**

- Replace defaced panels, upgrade map information



**Location:** 7.2

***Confluence Picnic/Rivers Point Vista***



**Description:**

- Immediately upstream from the Garden Valley Information Kiosk (Location 7.1)
- Currently has a gravel access and is used for dispersed parking, river access and picnicking (no facilities)
- The site is across from the Rivers Point peninsula (a scenic vista feature) at the confluence of the S.F. Payette and the N.F. Payette Rivers

**Parking:**

- None

**Facilities:**

- None

**Related**

**Projects:**

- Acquire easement thru adjacent property to loop gravel access drive back to Hwy 17
- Develop 2-3 picnic sites
- Parking for 4-6 vehicles
- Develop a pedestrian walkway (bridge) to connect to the BLM Rivers Point peninsula view points and trails
- Install small interpretative kiosk (wildlife) on peninsula
- Stabilize a portion for river bank to support public access for river use, add benches





**Location:** 7.6

***Rivers Point – Recreation (South Side)***



*Photos courtesy of Wildlife Canyon Scenic Byway Committee members.*

- Description:**
- Popular gathering and launch point for commercial river rafting activities
- Parking:**
- None
- Facilities:**
- None
- Related Projects:**
- None



**Location:** 8.3

## ***Historic City of Crouch***



*Photo depicts the flavor of Historic City of Crouch  
one-mile off the corridor at this location.  
Photo courtesy of Wildlife Canyon Scenic Byway Committee members.*

### **Description:**

- The Historic City of Crouch lies less than one mile north of the roadway
- Named in 1934 after local miner, Billy Crouch.
- Home to
  - Charming board sidewalks
  - Quaint shops and restaurants
  - Bed & breakfast lodging
  - Live theater

### **Parking:**

- Undesignated shoulder parking at turn off road. In-town parking available.

### **Facilities:**

- Multiple visitor amenities in Crouch

### **Related Projects:**

- Interpretive panels about Historic Crouch



**Location:** 8.3

### ***Davey's Bridge***



*Photo shows view at Davey's bridge in winter  
Photo courtesy of Wildlife Canyon Scenic Byway Committee*

**Description:**

- Davey's bridge (write up needed).

**Parking:**

- None

**Facilities:**

- None

**Related  
Projects:**

- Improve river access
- Picnic areas on east side of river
- Possible steps down to interpretive panels about fire ecology



**Location:** 8.3

### ***Garden Valley Visitor Center / Greenbelt***



*Photo courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- Future amenities along the Wildlife Canyon Scenic Byway include the development and historical preservation of the old Garden Valley School House.
- It was moved from the current Garden Valley School site to its present location in 1964.
- The building was originally built in 1934.
- Uses may include:
  - Visitor center
  - Museum
  - Other related community facilities
- The building's location along the byway offers opportunity as a destination along a trail system connecting to the Community Park currently being developed by the Garden Valley Recreational District.

**Parking:**

- None

**Facilities:**

- None

**Related  
Projects:**

- Complete project scope yet to be determined
- Would require safe ingress/egress considerations from the Visitor Center to the Wildlife Canyon Scenic Byway (in coordination with the County Road and Bridge and/or Idaho Transportation Department)



**Location:** 8.8

### ***Garden Valley Post Office***



*Photo (left) view of Garden Valley Post Office as you drive eastbound.*

*Photo (right) shows beautiful Garden Valley area in summer time.*

*Photo courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- Driving east along corridor the roadway gently rises over the valley floor providing a beautiful vista of farming and high mountain grandeur of the Garden Valley area.
- This unincorporated community provides lodging and visitor services.
- The Garden Valley boasts a rich history portrayed in multiple photos hanging in the local post office.

**Parking:**

- Onsite parking available

**Facilities:**

- None

**Related Projects:**

- None





**Location:** 9.6

## ***Pioneer Cemetery***



*Season photos of Pioneer Cemetery sign from eastbound direction (left) and westbound (right).*

*Photos courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- Cemetery brings reminders of days long past of the rich heritage of this area

**Parking:**

- No Pullout
- Unmarked and gated access road

**Facilities:**

- None

**Related**

**Projects:**

- Acquire easement and place interpretive signage



**Location:** 10.0

### ***Historic St. Jude's Catholic Church***



*Photo courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- The original church was built in 1894 on land donated by the Mills family.
- Many volunteers helped build the church.
- News traveled by stage then and even their Bishop was not aware of the project until he was asked to bless it.
- Between 1894 and 1934, Mass was offered in the church, but in the winter of 1934 the church burned down.
- St. Jude Church was rebuilt in 1934 and extensive repairs were completed in 1980.
- A parish hall, a well and landscaping have since been added at the site.

**Parking:**

- Onsite parking available

**Facilities:**

- None

**Related  
Projects:**

- None



**Location:** 11.6

### ***Alder Creek Bridge***



*Photos courtesy of Wildlife Canyon Scenic Byway Committee members.*

#### **Description:**

- Although this surrounding land is private property, visitors use this area for river access for rafting.
- Unofficial kayak parking at the intersection of Banks-Lowman Rd and Alder Creek.
- Between 1864 and 1869, the “direct and best route from Boise Basin to the New Diggins” was by the Old Placerville Trail over Ostner’s toll pack bridge on the Payette, located just upstream of the current bridge.
- It was on his farm, next to the Payette River, that Charles Ostner carved the famous statue of George Washington, which now stands in the Capitol rotunda in Boise Idaho.

#### **Parking:**

- None

#### **Facilities:**

- None

#### **Related Projects:**

- Acquire additional access and easements for interpretive panels about history of this point on river





**Location:** 12.8

### ***Garden Valley Ranger Station***



*Photo courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- Staffed visitor information desk, displays, Trailhead passes, and interpretive signs about the Payette River System, Snake Brigades and Fur Deserts
- North side of highway is Station Creek Trailhead.

**Parking:**

- Onsite parking available

**Facilities:**

- None

**Related  
Projects:**

- Update auto tour / CD



**Location:** 13.9

### ***Hot Springs Campground (North Side)***



*Photo courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- Campground, interpretive signs, and facilities on north side of roadway
- Hot springs on south side next to river
- Visitors using south side do not know about interpretive signage within campground area
- South side users cross roadway to facilities

**Parking:**

- Paved pull out (south side)

**Facilities:**

- Campground (north side)

**Related  
Projects:**

- Interpretive Panels about Glen Eden.



**Location:** 15 – 33

## ***Wildlife and River Viewing Areas***



*Photo courtesy of Idaho Fish and Game Department*

### **Description:**

- Nearly fifteen miles of the Wildlife Canyon Scenic Byway is easily classified as prime wildlife viewing territory
- Big game feed and migrate back and forth throughout this canyon providing a rare glimpse of massive herds in their natural environment
- Osprey, Bald Eagles, and wild turkeys also make their home in this area and might be seen coming and going from their nesting areas along the river
- Multiple paved and unpaved pullout areas are noted on the Wildlife map and related table of specific viewpoints

### **Parking:**

- Various locations

### **Facilities:**

- None

### **Related Projects:**

- Produce a wildlife-viewing brochure that identifies the safe pullouts to view Elk and deer.
- Brochure should include safety message about weaving and blocking the road as well as keeping dogs leashed or in the car.
- Develop a wildlife-viewing map to distribute at visitor service locations such as Sourdough Lodge, Garden Valley Chamber, stores, restaurants, Ranger Station, and others.
- Interpretive panels at wildlife viewpoints about area wildlife and pet/wildlife



**Location:** 17.0

## ***Grimes Pass Dam***



*Photo courtesy of U.S. Forest Service.*

### **Description:**

- There are three interpretive signs at this site
- The “Powerful Payette” sign describes the Grimes Pass Dam that washed out below in 1943
- The “Impounded Payette” describes other dams on the Payette River
- The “Profitable Payette” sign details hydro power and tourism

### **Parking:**

- Paved pullout

### **Facilities:**

- None

### **Related Projects:**

- Replacement of vandalized signs in progress



**Location:** 19.5

### ***Danskin Station and Rest Areas (South Side)***



*Photos courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- Danskin Station and Danskin rest area are approximately 10 miles apart on the south side
- Both provide large paved and unpaved areas for parking and viewing year round. Danskin
- Station has a non-operating restaurant
- Danskin Rest area has bathroom facilities and interpretive panels and river raft “ramp”
- Both pullout areas provide safe driver access from both west and east
- Great big-game viewpoint in winter and popular summer parking area

**Parking:**

- Paved Pullout and Fee Area parking

**Facilities:**

- None

**Related Projects:**

- Electricity to the site to allow for a light by the restroom, as well as phones for river emergencies
- Interpretive Panel (Danskin Rest Area) “Protect Yourself, Beware of Rapids, and Protect the River”





**Location:** 22.8

***Little Falls (South Side)***



*Photo courtesy of Wildlife Canyon Scenic Byway Advisory Committee members.*

**Description:**

- Rafts and kayakers can be seen purging over these falls in the summertime

**Parking:**

- Paved Pull out (south side)

**Facilities:**

- None

**Related**

**Projects:**

- Point of Interest signs for both approaches
- “Little Falls” photo opportunity sign



**Location:** 25.2

***Big Falls Viewing Point***



**Description:**

- This 40-foot waterfall must be portaged by rafters and kayakers
- Native Americans fished salmon here 100 years ago
- Excellent telephoto opportunity

**Parking:**

- None

**Facilities:**

- None

**Related**

**Projects:**

- Point of Interest signs for both approaches
- Possible “Big Falls” Panel (like the one at Deadwood Campground)
- “Steep edge” safety warning signs, as well



**Location:** 28.1

### ***Pine Flats Campground/Hot Springs (South Side)***



*Photos courtesy of Wildlife Canyon Scenic Byway Committee members.*



**Description:**

- Pine Flats is a 25-unit, paved campground
- There are hand pumps for drinking water, vault toilets, garbage dumpsters, and a campground host Memorial Day – Labor Day
- It was a CCC camp in the 1930's
- Visitors can park at this fee site to access a ¼ mile trail to Pine Flats Hot Springs, where they can bathe in the soothing water by the South Fork of the Payette River

**Parking:**

- Campground area parking

**Facilities:**

- None

**Related  
Projects:**

- Interpretive panels about the CCC camp
- Replace vandalized hot springs panels
- Point of interest signs for highway
- Construct nature trail with guided brochure
  - Archeological excavation for historic and pre-historic evaluation
- Electrical power for RV hook ups
- Pressurized water system





**Location:** 29.7

***Deadwood Campground/Julie Creek Trailhead (North Side)  
River Put-In/Interpretive Panels (South Side)***



*Photos courtesy of Wildlife Canyon Scenic Byway  
Committee members .*

- Description:**
- 6-unit, paved campground and picnic area, river put-in, and trailhead
  - Many boaters launch into the South Fork of the Payette River here
  - The Deadwood Ridge Trail is an ideal horse or motorcycle trail
- Parking:**
- Paved pull out area
- Facilities:**
- Hand pump for drinking water
  - Vault-toilet
  - Garbage dumpster
- Related Projects:**
- Upgrade Interpretive panels to talk about Blackadar history
  - River safety panels and pedestrian road crossing safety markings



**Location:** 33.0

### ***Lowman Area***



*Photo courtesy of Wildlife Canyon Scenic Byway Committee members.*

**Description:**

- Near the junction with State Highway 21 (Ponderosa Pine Scenic Byway), the Lowman area consists of :
  - Historic 1-room schoolhouse
  - Horse pasture
  - Private residence
  - Ten cabins
- Good spot to see Elk in the wintertime
- Three recreation residences in the Lowman summer home tract

**Parking:**

- Gravel pull out area at junction

**Facilities:**

- Restrooms

**Related**

**Projects:**

- Gateway / scenic loop signage

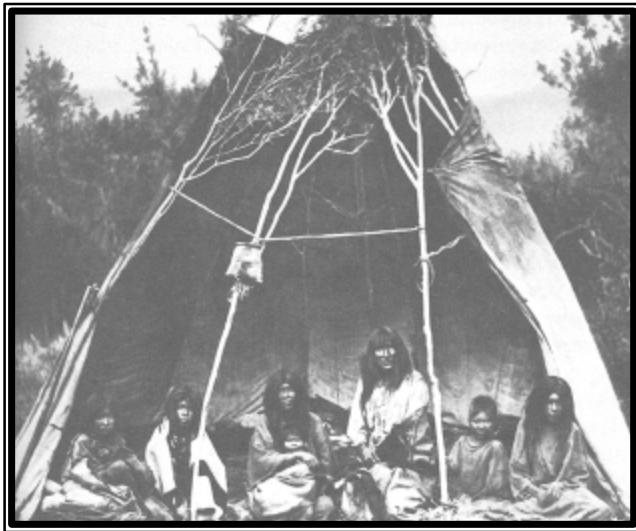
## CHAPTER 6: LAND USE HISTORY

### Introduction

For hundreds if not thousands of years people have influenced the South Fork Payette River's course through Idaho history. To the Indians who once camped along the river, the South Fork was a source of sustenance and spiritual inspiration. Fur trappers, on the other hand, ruthlessly exploited the river's wildlife in response to the fashion demands of a global market. Miners, too, plumbed the South Fork for the riches that fueled their imagination, diligence, and relish for get-rich-quick schemes. Other newcomers found the river's fertile valleys a veritable garden of paradise in which to establish roots, raise a family, and build permanent communities. These peoples and those who followed left lasting impressions on the land.

### The First Inhabitants

Native American peoples were the first to explore the South Fork Payette River. They were familiar with the river and its abundant natural resources long before the fur trappers arrived. Yet the river was more than just a source of food for the Indians. It was part of their cultural landscape, and a place of spiritual inspiration.



*Tukudeka camped on Medicine Lodge Creek, located in present-day Clark County, Idaho. Photographed in 1871 by William H. Jackson.*

Historically, the rivers and mountains of central Idaho were home to small bands of *tukudeka*, or “mountain sheep eater” Indians. The *tukudeka* were primarily Shoshone, although some bands included Northern Paiute and Nez Perce Indians as members. Official government records describe the *tukudeka*, especially those bands living in winter villages on the Boise, Payette, and Weiser Rivers, as “Weiser” Indians.

In August 1876, a local newspaper editor named Charles Jones encountered a party of Weiser Indians and their horses in the mountains above Garden Valley. They were busy gathering and drying serviceberries, and making arrows to replenish their quivers for a hunt on the South Fork Salmon River. The meeting was friendly, but tensions were mounting elsewhere in Idaho between Euroamericans and the territory's various Indian tribes. Mining and settlement delivered the final blows to a relationship already strained by Oregon Trail emigration through Indian lands.

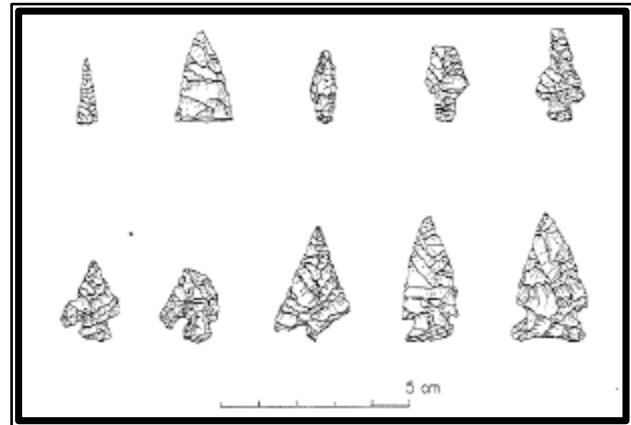
The summer of 1876 was one of the last summers the Weiser Indians pursued traditional lifeways in the mountains of central Idaho. The Nez Perce War erupted in 1877 after Chief Joseph refused to move onto a reservation. A year later, open conflict broke out when Bannock Indians discovered hogs and cattle trampling camas fields near present day Fairfield. Although the Weisers were not involved in the uprising, they were blamed for the murders of three

ranchers near Cascade, two settlers on the South Fork Salmon River, and five Chinese miners on Loon Creek, a tributary of the Middle Fork Salmon River. During the Sheepeater Campaign of 1878-79, U.S. Army troops forcibly removed the Weisers and other Shoshone bands to a reservation in Lemhi Valley. In 1907, the Lemhi Reservation was closed and its occupants transferred to the Fort Hall Reservation.

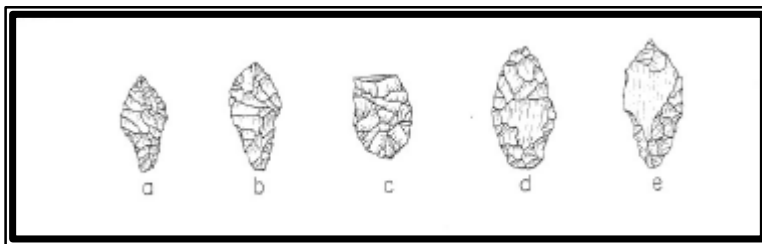
## Big Falls: Portage Through the Past

(Key location #25.2)

Two thousand years ago Indians camped at Big Falls Portage, where they captured Chinook salmon and steelhead trout as they paused before leaping the cataract. In 1993, archaeologists recovered stone tools from excavated portions of their campsite. Blood residue analysis of one of the points indicates that it was probably used to harvest the fish.



*Rosegate and Elko series projectile points.*



*Blood residue analysis of the Bliss point in the middle (c) tested positive for trout, but the fish residue may have been used as part of the hafting process for the point. In other words, the point may not have been used to harvest trout.*

Bliss points take their name from Bliss, Idaho, where large numbers of the artifacts were found during archaeological excavations in 1981. Their distribution is limited to southwestern Idaho, primarily along the Snake River Plain. Bliss points are typically associated with late prehistoric and historic Shoshonean sites, although some archaeologists believe they are affiliated with a Columbia Plateau, possibly Nez Perce presence in the area. Their

function remains something of a mystery. They tend to be small, thick, and often poorly made. Interestingly enough, more Bliss points were recovered from an excavation on the Middle Fork Payette River than they were on the type-site.

Ten of the points submitted for x-ray fluorescence were sourced to Timber Butte, located downriver in the lower Payette Valley. Timber Butte, which is located on private property, is Idaho's largest known obsidian source. The point styles reveal that Indians continued to camp at Big Falls Portage into the nineteenth century.

## The Snake Brigades (Fur Trappers)

In 1818, fur trappers working for the Hudson's Bay Company (HBC) named the Payette River in honor of their comrade, Francois Payette. Payette was a French-Canadian fur trapper who explored much of southwestern Idaho. He initially worked for the Pacific Fur Company, an ill-fated American enterprise owned by John Jacob Astor.

From 1820 to 1845, British, Canadian, and American fur companies competed for beaver pelts in Oregon Country, which included present day Idaho. The hat-making industry alone used an estimated one hundred thousand pelts each year to meet the demands of the European aristocracy and upper-class merchants and businessmen. The British-owned Hudson's Bay Company worked hard to trap out all the beaver, creating "fur deserts" to discourage American encroachment on the lucrative trade.



Although no image is known to exist of Francois Payette, historians do know how trappers working for the Hudson's Bay Company dressed.



*Britain relinquished its claim to the Oregon Country in 1846. Mexico ceded the Southwest in 1848*

In 1837, Payette took charge of Fort Boise, the HBC's fur-trading post on the Boise River near present-day Parma. One visitor to the fort described the trapper as a "merry, fat, old gentleman," with impeccable manners. In 1844 he retired from the company and returned to the family farm in Quebec. Two years later, the British abandoned their claim to the Oregon Country. Changing fashions, overtrapping, and pioneer settlement heralded the end of the fur trade.



*Merle Bank's cabin. His barn wasn't much bigger.*

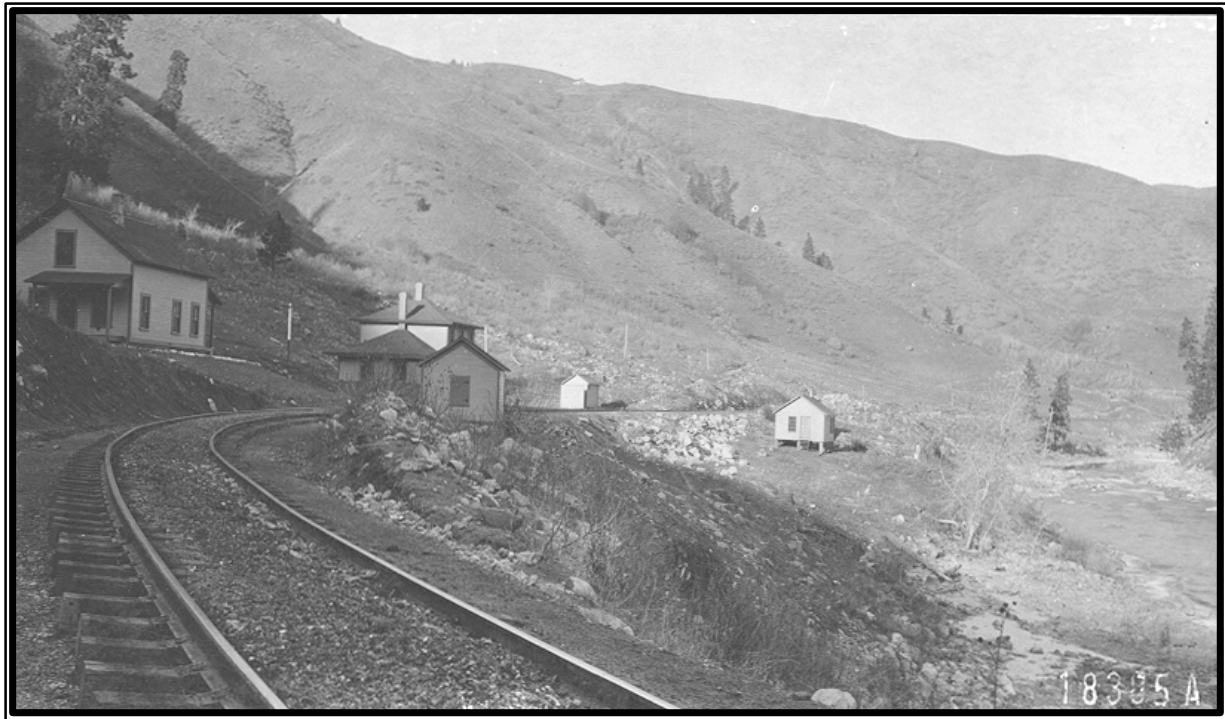
## Banks: The Humble Homestead

(Key location #1)

In 1908, a young rancher named Merle Banks filed a homestead claim on the Payette River below its north and south fork tributaries. He filed under the Forest Homestead Act of 1906 because his claim was located inside the Payette National Forest. The act opened agricultural lands in national forests for settlement. Homesteaders could apply for 160 acre parcels on the condition they cultivated the lands.

Banks was a rancher, not a farmer. His modest cabin aroused the suspicions of Forest Supervisor Guy B. Mains, who believed that Banks' interest in the claim originated with the lumber industry's plans to build a railroad up the river to haul timber out of Long Valley. Banks and other ranchers wanted the railroad to ship their livestock to Emmett stockyards on the Oregon Short Line, a subsidiary of the Union Pacific Railroad. Otherwise they had to trail their livestock into town, taking "meat off the hoof."

In 1911, the Oregon Short Line began construction on the Idaho Northern Railroad from Emmett to Long Valley. That year, the federal government withdrew all of the public domain lands not covered by pending homestead claims within a quarter mile of the Payette River for power site purposes. The reason? Reclamation Service engineers and farmers in the lower Payette Valley feared that private power companies would build a dam on the river restricting their access to the water.



*Banks in 1913. The "town" didn't look much different when Donald Tanasoca stepped off the train in 1939. Tanasoca was a CCC enrollee from New York headed for Camp Gallagher on the South Fork Payette River.*

The railroad was completed in 1913. Banks leased the Oregon Short Line a right-of-way through his claim. The Forest Service finally approved his homestead application after Banks planted crops on the land. The General Land Office issued Banks a patent for his claim in 1914. In 1916, President Woodrow Wilson issued an executive order withdrawing the town site of Banks from the public domain. Although a survey in 1920 laid out ambitious plans for the town, it never developed much beyond a railroad station.



## A Dangerous, Turbulent Stream

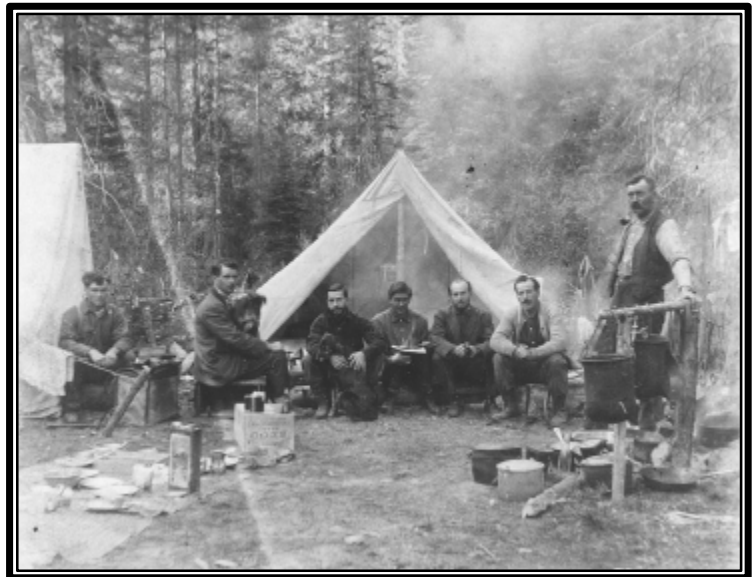
In 1904, four loggers were killed on the Middle Fork Payette River between Banks and Garden Valley. They were floating logs downriver to J.W. Prestel's sawmill in Payette when their boat capsized. The last of the bodies was pulled from the river two years later at Banks.



Log driving was dangerous work. Forest Service records indicate that lumber companies floated logs from as far away as Clear Creek, located thirty miles upriver near Lowman. After Grimes Pass Dam was built in 1907, home-steaders such as Nathaniel Lowman milled the logs into railroad and fence ties to get them over the dam. In the 1920s, trucks replaced most of Idaho's log drives.

In 1913, the Michigan-Idaho Lumber Company drove logs cut from Station, Poorman, and Nelson Creeks, in the

Although early sawmills existed along the South Fork, extensive commercial export logging really began in the 1930s when the Boise Payette Lumber Company installed a portable sawmill in Garden Valley. Portable sawmills continued to operate along the river until the early 1950s.



*Timber survey crew, SFPR canyon, 1912. The man at right is Emil Grandjean, the supervisor of the Boise National Forest from 1907 to 1920.*

## **Crouch: Roosevelt's Tree Army Comes to Town**

(Key location #8.3)

In 1934 a new post office established the identity of Crouch, now the commercial district for Garden Valley. The town was named after Billy Crouch, a miner who homesteaded near the confluence of the Middle and South Payette Rivers. In the 1920s, Crouch donated property for a new community hall in Garden Valley.

In 1933, the first Civilian Conservation Corps troops arrived at Camp Gallagher, located a dozen miles or so upriver from Crouch. The CCC was one of the New Deal programs initiated by President Franklin D. Roosevelt to combat the Great Depression. Contrary to popular belief, Idaho suffered more than most states in the Pacific Northwest during this time. From 1929 to 1932, the income of the average Idahoan dropped nearly fifty percent.

Between 1933 and 1942 over three million men enrolled in "Roosevelt's Tree Army." They earned thirty dollars a month, twenty-five of which were sent to their families. This stipend, which seems terribly small compared to today's wages, kept many Americans off the relief rolls.

Most of the CCC boys came from urban areas back east. They were poor, hungry, and lonely for their friends and relatives back home, so when the Garden Valley Post Office was overwhelmed with their mail, a new one was established at Crouch. The new post office was conveniently located so that CCC troops working up the Middle Fork Payette River could pickup and deliver mail to local residents on their way to and from camp.

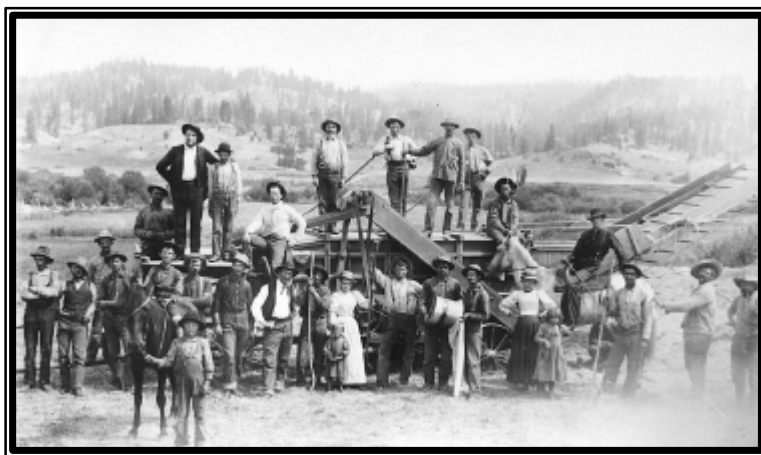
The CCCs helped support Garden Valley's economy during the midst of the nation's economic crisis. Camp inspection reports indicate that local settlers produced much of the food consumed at Gallagher Flat and Tie Creek, another CCC camp established on the Middle Fork Payette River in 1937. The townspeople, in turn, sponsored weekly dances and movies for the CCC enrollees.

## **Garden Valley: Yellow Gold and Golden Grain**

(Key location #9)

In 1862, prospectors found gold in Boise Basin, located on the other side of the mountains south of the river. Their discovery led to one of Idaho's largest gold rushes. A year later, the basin's population, which included the Idaho City, Placerville, Pioneererville, and Centerville gold camps, swelled to between twelve and fourteen thousand miners.

Some of these miners, men like Thomas Scanlon, Patrick Glennon, and Donald McBride, immediately recognized the potential profits from supplying the basin's gold camps with fresh meat, produce and dairy products. They settled along the lush, fertile river terraces of the South Fork, where several fur trappers, relics of Idaho's fur trade era, had already established squatter's claims.



*Garden Valley threshing crew, circa 1890s.*



One of those trappers, Charley “Yank” Ladd, built the first fish trap on the Middle Fork Payette River near its confluence with the South Fork. According to A.S. Abbott, a pioneer son who wrote of his family’s experiences in Garden Valley, Ladd sold “immense quantities of the delicious fellows” to local farmers and miners in Boise Basin.

The valley’s population was culturally and ethnically diverse. Although most of the immigrants hailed from Ireland and Scotland, they also came from Bavaria, Denmark, England, Prussia, Norway and Switzerland. Mid-westerners from Illinois, Iowa, and Ohio were skilled farmers; still other newcomers were merchants. By the turn of the century, the valley’s population had grown from seventy-nine people in 1870, the year of Idaho’s first census, to three hundred people. Most of the men were engaged in farming, the rest were miners. Garden Valley developed into a close-knit community. Today, the descendents of many of these old families still live in the area.



*Garden Valley baseball team before a game with Placerville.*

## **Charles Ostner: A Perfect Work of the Chisel**



*Charles Ostner as a young man.*

Garden Valley was the home of two famous artists in Idaho history, Charles Leopold Ostner and James Castle. Although both men later moved to Boise, some of their most important works of art were made while living in Garden Valley.

Charles Ostner was born December 28, 1828 in Baden, Austria. He studied art at the University of Heidelberg, where he was involved in student uprisings during the German revolution of 1848. Ostner was a member of the *Turn Verein* society, which promoted the unification of Germany’s kingdoms and principalities into one organized state.

When the revolution failed, Ostner fled to America. He founded *Turn Verein* chapters in Philadelphia, New Orleans, and San Francisco, where the gold bug overtook him. Ostner spent the next decade moving northward from one gold rush to another. He was on the Fraser River in Canada when he learned of the gold strikes in Idaho.

In 1864, Ostner purchased an interest in a toll bridge on the South Fork Payette River. He and his family lived in Garden Valley for five years. Ostner devoted four of those years to carving a statue of George Washington from a ponderosa pine tree felled on Alder Creek, a tributary of the South Fork Payette River.

He carved mainly at night with an ordinary carpenter's saw and chisel, the light provided by pine-pitch torches held by his children. In 1869, Ostner presented the statue as a gift to the Idaho Territorial Legislature. Today, the gilded, equestrian statue of General George Washington, depicted at the Battle of Monmouth (1778), is on permanent exhibit at the Idaho State Capitol building.

## A Matter of Perspective: James Castle and His Art



*James Castle on the day he was sent to the Gooding School for the Deaf and Blind.*

James also crafted books, and three-dimensional art known as “constructions.” He constructed chairs, windows, doors, and large doll-like figures of people and birds. His people, or “friends” are often abstract and totemic figures whose individual features are difficult to identify.

James Castle was born on the family farm in 1900. He was deaf, as was an older sister. In 1912 he joined his sister at the Gooding School for the Deaf and Blind. She learned sign language; James refused. Instead, he made drawings. Frustrated, his teachers returned the boy to his parents. Back home, he continued to draw.

His medium was household litter. James drew on ice cream cartons, cereal boxes, postal wrapping, receipts, and the backs of personal letters. He discovered on his own the technique of mixing stove soot and saliva to make ink, which he preferred to the watercolors and pencils provided by his family and friends. When he did use color, he created his own by saturating colored paper with water. He then ground the colored pulp into the surface of the paper with a sharpened stick.



*Garden Valley farm, no date. James rarely titled or dated his work.*

Throughout his life James steadfastly refused to read, write, sign or finger spell. He communicated with his family through a simple system of hand signals. Or, he drew pictures. After his mother died, James lived with his sister Peggy and her family. In the 1950s he began drawing pictures of what are now called his dream houses. Suspecting that he wanted his own home, Peggy and her husband bought him a prefabricated house. James stopped drawing dream houses after he moved in.



*Goose, no date, constructed of found paper, spit, soot, and string.*



*James Castle, later in life.*

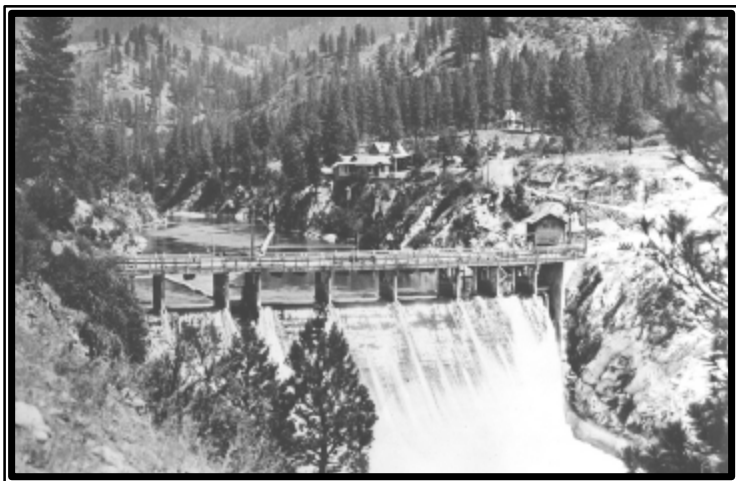
By the time James Castle died in 1977, he was recognized as one of Idaho's most important self-taught artists. His vision of the world was unique, and fashioned without the distraction of verbal language. Today, his work is exhibited in the Boise Art Museum, Philadelphia Museum of Art, the Museum of Modern Art and the Whitney Museum of American Art in New York.

## Grimes Pass: Harnessing the Powerful Payette

(Key location #17)

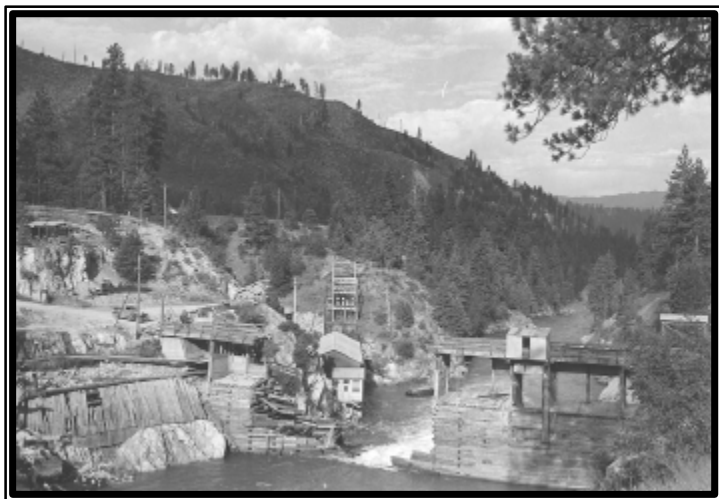
In the late 1890s, commercial dredges began to replace the independent miners who used pans, rocker boxes, and sluices in Boise Basin. These dredges, which resembled huge floating earthmovers, scooped gold-bearing sand and gravel from the basin's streambeds.

Steam engines, which required tremendous amounts of fuel wood, powered the first dredges in Boise Basin. Grimes and Mores Creeks were too small to generate enough electricity for a hydroelectric power plant. In 1904, a Centerville miner named Norman Gratz built an earthen filled dam and powerhouse on the South Fork Payette River. He planned to sell electricity to the dredges in Boise Basin, but the dam broke before Gratz could complete his power line. Gratz sold the enterprise to W.H. Estabrook's Boston and Idaho Gold Dredging Company.



*Grimes Pass Dam, circa 1920s*

Estabrook built a 50-foot wooden dam and a power line to serve the dredges at Idaho City, Centerville, Placerville, and Quartzburg. The electricity provided to the mines helped Boise Basin recover from a slump in gold production. In 1911, Boise County regained its lead over Owyhee County as Idaho's largest gold producer.



*Grimes Pass Dam, breached in 1943.*

In 1928, Estabrook sold the dam to the Grimes Pass Power Company. The new owners added a diesel engine to run the generator during low water periods.

The powerful Payette washed out the dam in 1943. The dam was never rebuilt. Today, the South Fork Payette River flows free from its headwaters in the Sawtooth Mountains to its confluence with the North Fork at Banks.

## Gallagher Flat: The Forest Service and CCCs

(Key Location #19.5)

In 1905, Congress established the U.S. Forest Service to administer the nation's federal forest reserves. That summer, President Theodore Roosevelt created the Sawtooth Reserve, which was later partitioned into smaller national forests. The mountains north of Garden Valley were included in the old Payette National Forest, which was consolidated with the Boise National Forest in 1944.

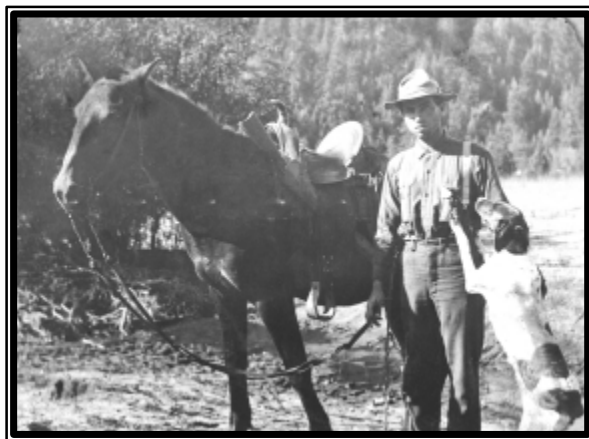
In 1911, Ranger Elmer Ross built a ranger station at Gallagher Flat. Ross was a familiar figure in Garden Valley until he transferred to the Boise National Forest in 1914. He spent much of his time supervising sheep grazing up the Middle Fork Payette River and early FS timber sales in the valley. Ross returned to the Payette NF in 1918, where he served until 1926. The remainder of his career was spent on national forests in southeastern Idaho.

Gallagher Ranger Station was the headquarters



*Gallagher Ranger Station consisted of a house, barn, woodshed, and root cellar. In the 1930s the Civilian Conservation Corps built a new ranger station on Gallagher Flat.*

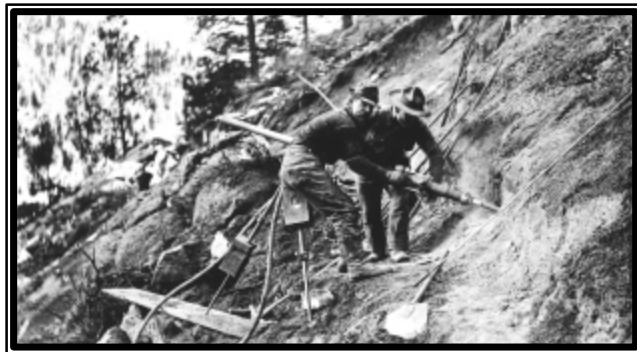
Boise National Forests took four years to complete the road. They worked during the winter in cold, miserable conditions, living in tent camps the closer they approached Lowman.



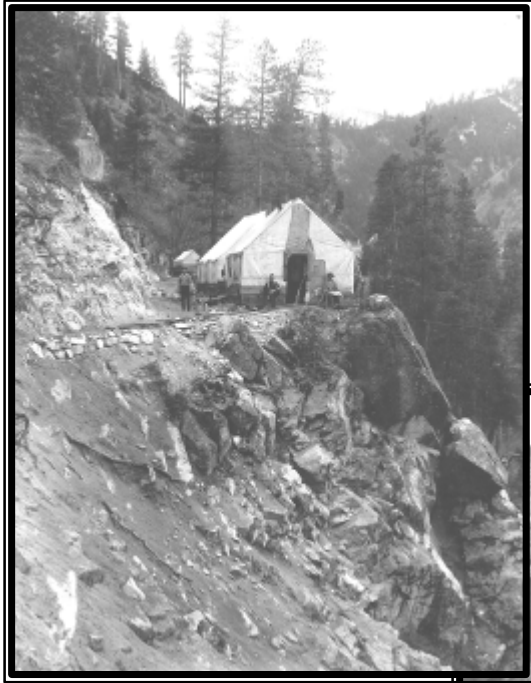
*Elmer Ross, circa 1910. His Forest Service diaries provide historians with a unique glimpse into early twentieth century life in Garden Valley.*

for the South Fork Payette River road project. The road from Banks ended at Danskin Creek a few miles beyond Grimes Pass. In 1914, the Forest Service helped local residents finish the road into Lowman. Elmer Ross, who worked on the project, also cooked for the road crews.

Forest Service crews from the Payette and







*South Fork Payette River road camp.*

Earl Templeton, who worked two years on the project, spent the winter of 1916-17 in a tent camp at the mouth of the Deadwood River with Elmer Ross and nine other men. After a long day's work their evenings were devoted to study. The Forest Service required the men to take correspondence courses to improve their education on subjects related to their jobs.



*Forest Service crews on the South Fork Payette River road project. Their tent camp is in the valley below.*

## **“We Can Take It!”**

In 1933 the Forest Service established a Civilian Conservation Corps (CCC) camp at Gallagher Flat. During the Great Depression, the CCC employed young men on national forest projects to enhance and conserve America's natural resources.

CCC troops from Camp F-66 built a new guard station at Gallagher and a new ranger station at Garden Valley. They improved the South Fork Payette River road, and developed “public service sites” at Hot Springs and Pine Flat Campgrounds. They built the Scott Mountain road into Deadwood Reservoir, which was constructed in 1931, and the Deadwood and Scott Mountain Lookouts.



**Gallagher Flat Guard Station and CCC Camp F-66, 1938**



In 1939, Gallagher Camp closed and its portable buildings were removed. Today, only the foundations of its permanent buildings remain. Other CCC camps such as the one at Tie Creek remained open until 1942. The CCC was discontinued after America's entry into World War II, a booming wartime economy, and widespread labor shortages made the program unnecessary.



*Time for a haircut! CCC boys in front of the recreation hall at Camp Gallagher.*

Most of the young men who served in the CCC remember their experience as one of the best of their lives. They learned carpentry skills and how to operate heavy equipment. The first aid, typing, photography, and journalism courses taught in the CCC camps also served them well.

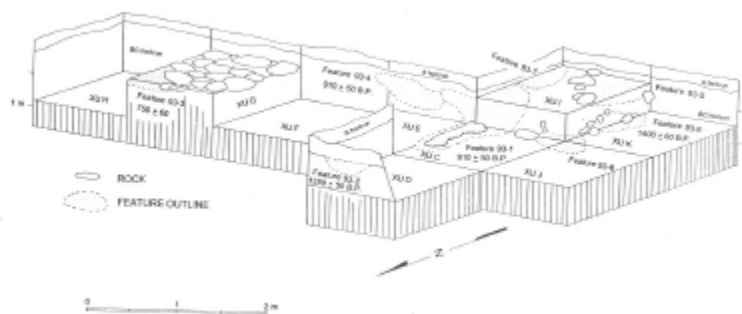
**“The Cs is the young man’s best friend when he is out of a job and low in spirit....”**

Donald Tanasoca, Camp Gallagher enrollee, 1939

## Deadwood Campground: A Good Campsite Then...and Now

(Key Location #29.7)

Fifteen hundred years ago, Indian peoples camped at Deadwood Campground. They fished for Chinook salmon and steelhead trout, and hunted for deer and small game in the surrounding mountains. In the 1860s miners camped at the confluence of the Deadwood and South Fork Payette Rivers while they panned for gold.



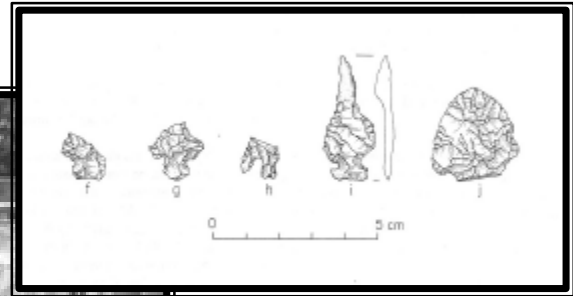
*Excavation block at Deadwood Campground, where archaeologists found several superimposed fire hearths.*

Archaeologists excavated Deadwood Campground in 1993. They found several well-preserved prehistoric fire hearths, which is an unusual discovery in the mountains of central Idaho. Charcoal samples from these hearths were sent to a Florida lab for radiocarbon dating. The tests revealed that the campground was occupied between A.D. 534-731 and again between A.D. 1019-1221.

Passport in Time volunteers helped professional archaeologists excavate Deadwood Campground in 1993. Known as PIT, Passport in Time is a Forest Service program that invites the public to become involved with historic preservation projects on national forests and grasslands across the country.



*PIT volunteer Barbara Cochrane recovered a pestle during professional archaeological excavations at Deadwood Campground.*



*An obsidian drill (i) was found in one of the fire hearths. The drill was exposed to such high heat that the end of the tool "bubbled," and turned porous.*

This program encourages individuals and families to participate on projects that increase their awareness of America's rich cultural legacy and the importance of protecting the nation's

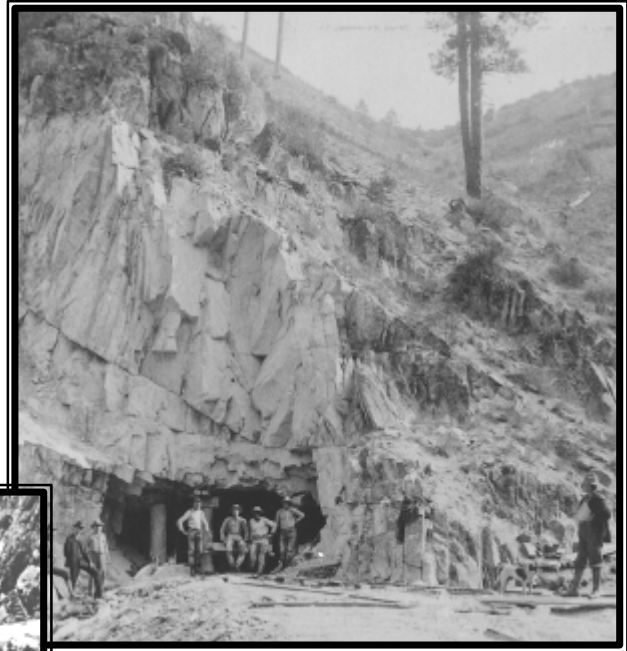
heritage for the enjoyment and education of future generations. Contact your local national forest for more information if you would like to become involved with the PIT program.

## The Oxbow Incident

Although placer mining occurred on the South Fork Payette in the 1860s, the river never yielded much gold. Miners, nevertheless, blasted a tunnel nearly one-fourth mile long, ten feet high and twenty feet wide through a rock outcrop on the South Fork Payette River in 1905. They diverted the South Fork's entire flow through the tunnel while they mined the riverbed for gold – with limited success. Only \$250 of gold was recovered during a forty-five day run with fifteen miners working the river.

A year later, the miners announced plans to develop a hydroelectric power plant at the Oxbow. The FS disputed their exaggerated estimates of the plant's potential, and declined to issue the miners a permit for its development, thus protecting small investors who might have been duped by the scheme.

In 1926, the government designated the Oxbow a federal power site. Any efforts to develop its hydropower potential would require study, approval, and a license from the Federal Energy Regulatory Commission.



*Oxbow tunnel on the South Fork, circa 1905.*

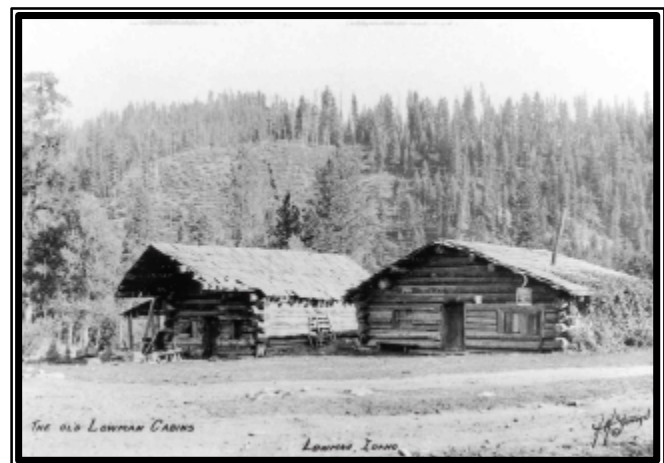


*Miners worked the bottom of the South Fork Payette River after it was diverted through the Oxbow tunnel. According to one miner, they recovered only thirty-seven cents worth of a gold a day.*

## **Lowman:**

(Key location #33)

In 1899, Nathaniel Lowman purchased a relinquished homestead claim near the confluence of Clear Creek and the South Fork Payette River. Over the next couple of years he built two log houses, three barns, one blacksmith shop, a bunkhouse, a cellar, and a mile of ditch. Lowman ran a post office from his home and used the bunkhouse to support a "small but profitable" hotel business. The Clear Creek road was the favorite route of miners on their way to the Thunder Mountain gold rush in the Salmon River Mountains north of Garden Valley.



*Nathaniel Lowman's homestead.*



*The original Lowman Ranger Station, 1910.*

a ton to logging outfits along the river. He harvested five tons of potatoes and sold \$200 of “hardy vegetables” a year. After losing one of his legs in a logging accident, Lowman moved to Boise.

Imagine Lowman’s surprise when Theodore Roosevelt established the Sawtooth Forest Reserve in 1905. Nathaniel had to wait for Congress to pass the Forest Homestead Act of 1906 before he could file for a patent on his claim. When he did, a Forest Service ranger examined the lands. The ranger’s report documents the fertility of South Fork river terraces for agriculture. Lowman raised thirty-five tons of hay that he sold for \$30



*The Lowman “stage” went into business after the South Fork Payette River road was completed in 1917.*

## Protect Your Heritage Resources

Heritage resources are the physical remains, or artifacts, of human occupations and activities that allow archaeologists and historians to reconstruct the past. Artifacts include arrowheads, old tin cans and bottles, mining equipment, log cabins, or other structural ruins. The concrete buttresses of Grimes Pass Dam, for instance, are considered an artifact.

Heritage resources make the past come alive! Please help us protect them for the enjoyment, education, and interpretation of future generations.



*Early Forest Service reconnaissance party on the South Fork Payette River.*

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*Nathaniel W. Lowman homestead file, #205.*

*William Potkovick CCC photographs and memoirs*

*Reminiscences of Elmer Ross and Earl Templeton, 1941.*

*Idaho State Historical Society Archive:*

*Elmer Ross Diaries, MS 419.*

*Civilian Conservation Corps, MS 683*

*Garden Valley Library.*

*Personal histories of the Crouch, Garden Valley, and Grimes Pass postmistresses.*

*J. Crist Gallery, Boise.*

*Crist, Jacqueline. "James Castle." Copy on file at the J. Crist Gallery, Boise.*

*Gamblin, Noriko. "Crossing the Threshold: The Art of James Castle." Copy on file at the J. Crist Gallery, Boise.*



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